



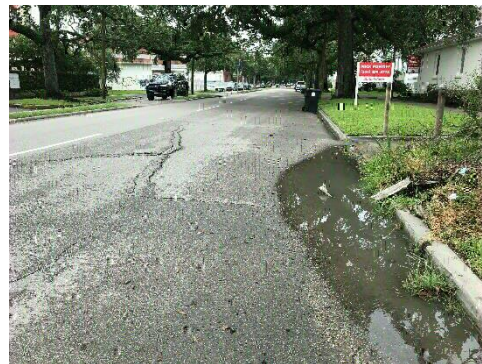
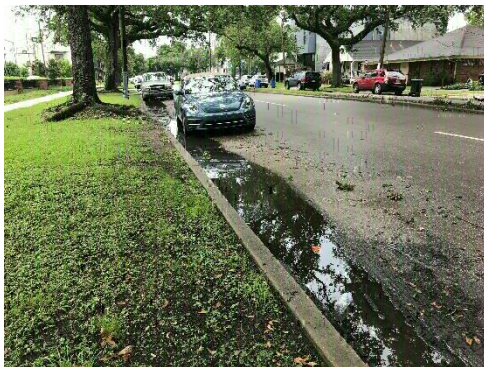
## BIENVILLE AVENUE BIKEWAY (N. Carrollton Ave. – N. Norman C Francis Pkwy.)

Bienville Avenue is identified as part of the citywide bikeway network according to the City's 2020 Bikeway Blueprint. Currently, a conventional bike lane begins at City Park Avenue but ends at N. Carrollton Avenue. The Bikeway Blueprint recommends a continuous facility between City Park Avenue and N. Claiborne Avenue.

Thanks to a federal school safety grant administered by the Louisiana Department of Transportation and Development (LaDOTD), the City was able to fund the extension of the bikeway to N. Norman C Francis Parkway along with other safety improvements at schools in Mid-City, New Orleans East, Central City, and Black Pearl. The safety project proposed the installation of a parking-protected bike lane in each direction between N. Carrollton Avenue and N. Norman C Francis Parkway. However, the scope of work does not include roadway repairs and is limited to this 0.5-mile section of Bienville Avenue. Sections of the overall safety project began construction in Summer 2021.

The City initiated a change to the Bienville Avenue bikeway that will result in construction of a conventional bike lane, at this time, instead of a parking-protected bike lane. This decision is based on the following factors:

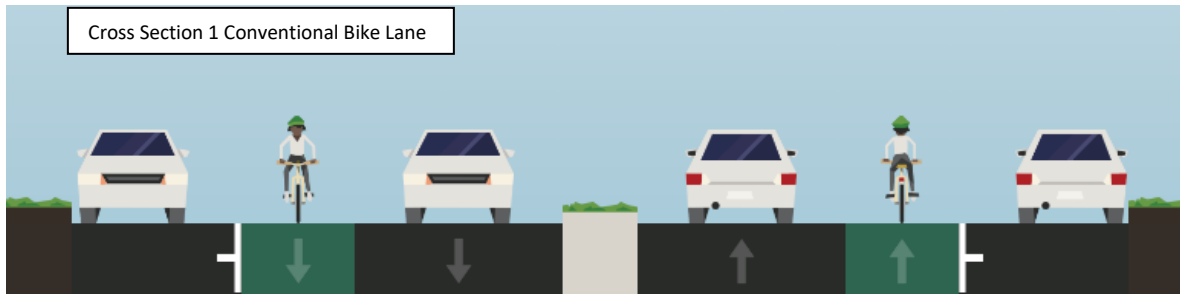
- Need to address specific pavement and drainage issues that coincide with the proposed location of the parking-protected bike lane. Due to the construction timing and limited scope of the State project, these repairs can not occur before the bikeway is implemented. These repairs, however, are not critical for the installation of a conventional bike lane.



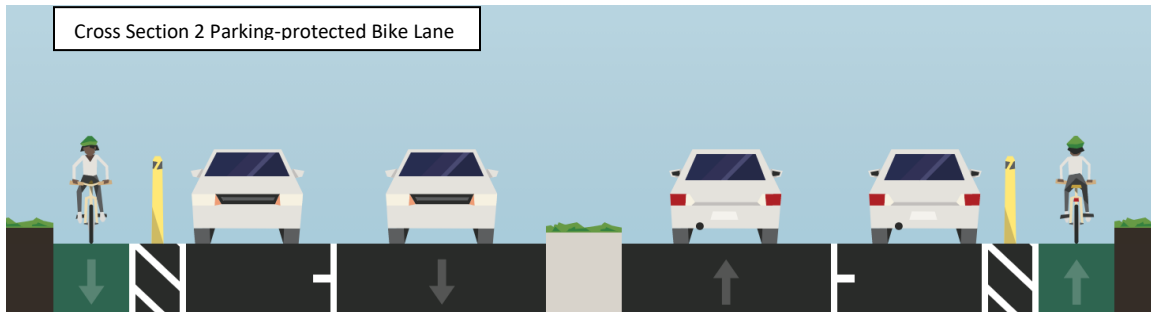
- Need for a consistent bikeway layout, to the extent possible, between corridors segments. The protected bike lane layout will require a user to transition between conventional bike lane, parking-protected bike lane, and no bike lane as they travel the corridor. However, a conventional bike lane will require only one transition, from conventional bike lane to no bike lane as a user travels the corridor.



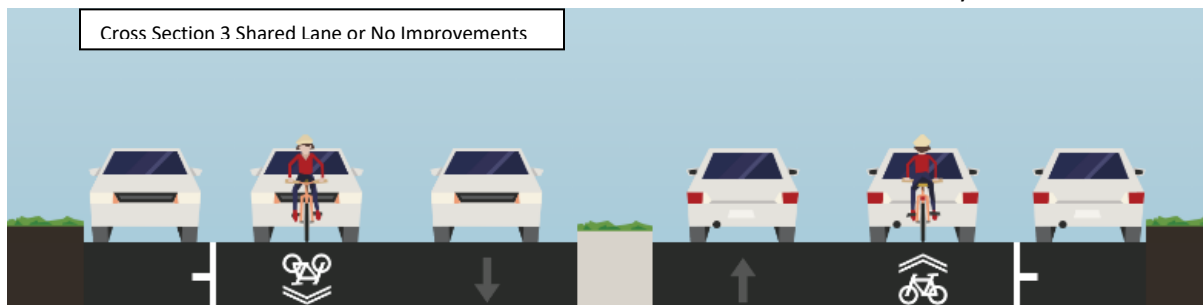
### Roadway Cross Section Options



Conventional Bike Lanes as currently exists between City Park Ave and N. Carrollton Ave;  
and proposed between N. Carrollton Ave and N. Norman C Francis Parkway



Parking Protected Bike Lanes as originally envisioned  
between N. Carrollton Ave and N. Norman C Francis Parkway



Marked shared Lanes as currently exists between N. Carrollton Ave and N. Norman C Francis Parkway;  
and unmarked shared lanes as currently exists between N. Norman C Francis Pkwy and N. Claiborne Ave



## Bike Lane Layout



Existing cross section layout: Conventional Bike Lanes between City Park Ave and N. Carrollton Ave;  
Shared Lanes between N. Carrollton Ave and N. Norman C Francis Parkway



Original Proposal: Conventional Bike Lanes remain between City Park Ave and N. Carrollton Ave;  
Parking Protected Bike Lanes proposed between N. Carrollton Ave and N. Norman C Francis Parkway



Current Proposal: Conventional Bike Lanes remain between City Park Ave and N. Carrollton Ave;  
Conventional Bike Lanes proposed between N. Carrollton Ave and N. Norman C Francis Parkway

Most corridors that are under development through the Moving New Orleans Bikes (MNOB) program are longer than the Bienville Avenue (N. Carrollton to N. Norman C Francis Parkway) segment. This length allows for a more consistent layout and continuity of the bike lane with minimal lateral shifts. The MNOB corridors are also focused on streets that are either relatively free of pavement and drainage issues or these issues are addressed before bikeway implementation happens. Due to the constraints of the State safety project, extending the distance of the original proposed layout and repairing the roadway will not be possible on the project schedule. Therefore, the Revised Proposed Layout provides the best option for bike lane connectivity and bicyclist accommodation at this time.

This decision does not preclude the possibility of a parking-protected bike lane in the future on this corridor. The City will continue to evaluate options for a continuous bikeway between City Park Avenue and N. Claiborne Avenue pending future funding.